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By HR-m SG, NMN, Date 5/23/59

Control: 773

Reo'd: APRIL 1, 1959

6:05 P.M.

FROM: BERLIN  
TO: Secretary of State  
NO: 836, APRIL 1, 6 P.M.

SENT BONN 748, DEPARTMENT 836, REPEATED INFORMATION POLAD  
USAREUR, MOSCOW, LONDON, PARIS, USAFE 41, USAFE ADVON UNNUMBERED

PARIS FOR EMBASSY, USRO, CINCEUR THURSTON AND WEST

AT POLAD MEETING TODAY BRITISH POLAD LEDWIDGE RAISED SUBJECT  
C-130 FLIGHT MARCH 27. ALTHOUGH NOTING RAF HEADQUARTERS  
IN FEDREP AND BRITISH-FRENCH BASC CONTROLLERS BERLIN GIVEN  
ONE HOUR ADVANCE NOTICE OF FLIGHT, HE QUESTION IF PROCEDURE  
FOLLOWED MARCH 27 ACCORDED WITH ASSURANCE GIVEN BY US CIVIL  
MEMBER BERLIN AIR COORDINATING COMMITTEE MARCH 27, 1958,  
THAT "SUFFICIENT ADVANCE NOTICE OF ANY (C-130) FLIGHT WOULD  
BE GIVEN TO REVIEW AND COORDINATE DETAILED INSTRUCTIONS TO  
CONTROLLERS AT BASC". LEDWIDGE SAID SOVS OF COURSE HAVE  
RIGHT TO USE CORRIDORS BELOW 10,000 FT. FOR SOV AIRCRAFT  
FLIGHTS IF THEY CHOOSE AND COULD INTERFERE WITH COMMERCIAL  
AIRLINE SCHEDULES IF THEY RECOMMENCE FILING FLIGHT PLANS  
FOR LOW ALTITUDE FLIGHTS AS THEY DID PRIOR TO 1954. IN OVER-ALL  
INTERESTS AIR SAFETY LEDWIDGE SUGGESTED AS PERSONAL OPINION  
POSSIBLE "TACIT AGREEMENT" WHEREBY WE INSIST RIGHT TO FLY AT ANY  
ALTITUDE BUT IN FACT ASSURE SEPARATION ALLIED-SOVIET AIRCRAFT  
BY AVOIDING THEIR OPERATING AREA. SUCH "TACIT AGREEMENT"  
NEED NOT NECESSARILY RESTRICT ALLIES BELOW 10,000 FT. LEVEL.

FRENCH POLAD EXPRESSED CONCERN LEST STRONG TONE OF SOV MARCH  
30 PROTEST NOTE INDICATE SOVS PREPARED TO LEAVE BASC SINCE  
THEY WOULD NO LONGER GUARANTEE FLIGHT SAFETY IF ALLIES COMMEN  
OVER 10,000 FT. FLIGHTS.

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